

IN THE CLAIMS:

Please amend the claims as follows:

1-8. (CANCELLED)

9. (CURRENTLY AMENDED) A method for the prevention of erroneous actuator access in a multifunctional general electronic control system wherein actuator access requirements emanate from various ~~or~~ different system services (1), the method comprising:

determining authorization of a system service for changing a current mode of operation of ~~the~~ general electronic control system in the event of an actuator access requirement;

changing ~~the~~ current mode of operation according to predefined rules in consideration of ~~the instantaneous~~ a current mode of operation;

reporting ~~the~~ current mode of operation; and

depending on the reported ~~currently~~ current mode of operation, allowing an actuator actuation only by an authorized system service; and

~~processes~~ processing with an access management the actuator access requirements of the system services according to predefined arbitration rules.

10. (PREVIOUSLY PRESENTED) The method according to claim 9, wherein the actuator access requirements are recorded in a memory and sent to an access management sorted according to types of arbitration.

11. (CURRENTLY AMENDED) The method according to claim 9, wherein the actuator access requirement ~~originating~~ originate from a system service and is admitted to pass to an actuator ~~based on~~ is determined by a two-stage arbitration.

12. (CURRENTLY AMENDED) The method according to claim 11, wherein unauthorized access requirements are determined, eliminated or rejected in a first step depending on the reported, ~~current-general~~ mode of operation, in a second step, vertical arbitration is ~~used~~ performed to evaluate and select ~~the~~ authorized access requirements according to a predefined order of priority of arbitration, wherein, and higher priority is given to a current signal rather than to a pressure signal, while higher priority is attributed to an ON/OFF signal rather than to a current signal, and in a third step, horizontal arbitration is ~~used~~ performed to evaluate and select the authorized access requirements determined in the second step according to a priority of ~~the~~ one of the various different system services (1) producing the signal for driving an actuator.

13. (CURRENTLY AMENDED) The method according to claim 9, wherein rights of the ~~the~~ system services for ~~the~~ a change of the current mode of operation are written down in a read-only memory.

14. (CURRENTLY AMENDED) A general control system for motor vehicles comprising:

a rights management which determines authorization of a system services for changing an ~~instantaneous~~ current mode of operation of the general control system in the event of an actuator access requirement;

a mode of operation control unit (4);

an access management (6) ~~in~~ that receives an actuator access requirement from the rights management (2) in the event of an access requirement by a plurality of a system services-service (1); and brings about an adjustment or a change of the current mode of operation according to predefined rules in consideration of ~~at~~ the current mode of operation of the general control system and reports the current mode of operation to the access management (6), and ~~in that the access management (6)~~ depending on ~~at~~ the reported ~~current-general~~ mode of operation, allows an actuator actuation only by an 'authorized' one of the system services (1) and processes actuator access requirements of the authorized one of the system services (1) according to predefined arbitration rules; and

wherein the plurality of system services (1) that originate actuator access requirements ~~include~~ comprises a brake system (EHB, EMB), emanating from which are the actuator access

~~requirements,~~ the basic brake functions (BBF) for a brake-by-wire system (EHB, EMB), wheel slip control functions including at least one of ABS, TCS, ~~and~~ ESP, diagnosis functions (DIAG), motor pump control systems (MPA) and interfaces (BUS) that are determined and checked by the rights management (2) in connection with the access management (5).

15. (CURRENTLY AMENDED) The system according to claim 14, wherein at least one further one of the plurality of system services ~~including~~includes one of a customer software (CSW) and steering functions (steer) is integrated into the general control system.

16. (CURRENTLY AMENDED) The system according claim 14, wherein a distinction is made in the mode of operation control unit between:

a normal mode of operation which occurs after termination of a starting phase in the absence of an error message,

a starting phase mode of operation which applies until ~~expiry~~expiration of a predetermined period of time, until a minimum speed is reached for the first time, or until an included diagnosis mode including initial testing routines are completed; ~~— a diagnosis mode of operation,~~

a customer software mode of operation which is initiated in a case of an actuator access requirement by an extraneous or auxiliary system, and

a failsafe mode of operation indicating the presence of an error message.